

Approved For Release 2009/07/16 : CIA-RDP87M00539R000901150016-6

27 June 85

RE: ER 2292-85

Per Betty, SA/DCI:

No response is necessary. Advised D/PAO



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STAT

Executive Registry

85- 2292

NS

CA

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI		X		
2	DDCI		X		
3	EXDIR				
4	D/ICS				
5	DDI				
6	DDA				
7	DDO				
8	DDS&T				
9	Chm/NIC				
10	GC				
11	IG				
12	Compt				
13	D/OLL				
14	D/PAO				
15	VC/NIC				
16					
17					
18					
19					
20					
21					
22					

SUSPENSE

24 June 85

Remarks

Pls coord and prepare response for DCI.

Executive Secretary

14 Jun 85

Date

3637 (10-81)

STAT

DCI
EXEC
REG

C-703

CITIZENS FOR AMERICA

Executive Registry

85- 2292

LEW LEHRMAN

Chairman

I have been in contact with the owner of the airplane and he is unable to help in removal of airplane due to restrictions. I will be in touch with him again.

June 10, 1985

Incidentally, the plane can be flown by any pilot that would be appropriate. The cost of storage would, of course, be borne by the private owner.

The Honorable William J. Casey
Director of Central Intelligence Agency
Central Intelligence Agency
Washington, D.C. 20505

Dear Bill:

Lew Lehrman
Chairman

A Founder of CITIZENS FOR AMERICA has purchased a Super Marine Spitfire, the famous fighter of World War II in England. He has flown the airplane in England and reports to me that it is in superb flying condition. He now wishes to bring it to the United States to be utilized in air shows where it will be the lead attraction.

As you may know, there are very few flyable Spitfires in the world and the idea is to bring it to the United States as soon as possible in the safest way. One approach to this is to take the wings and propeller off the airplane and crate it into a box that would be approximately 35' long, 3' wide and 10' high. If you are aware of any sort of transport that could accomodate such a box flying back from the London area, it would be the most expeditious method of transporting the airplane back.

The owner of the airplane would agree to show and fly it upon request as a thank you for helping to bring this museum piece back to the United States. I think the national interest in aviation and America's fine heritage in World War II are reasons enough to warrant the accomodation of this request.

DCI
EXEC
REG

C-103

I have been in touch with Verne Orr, but unfortunately he is unable to help us because of certain Air Force restrictions. I will be in touch with you in the next few days to see if we can arrange for this transportation. Incidentally, the plane can be flown to any base in England that would be appropriate. The cost of crating would, of course, be borne by the aircraft owner.

Sincerely,



Lewis E. Lehrman
Chairman

P.S. The exact specifications of the Spitfire are as follows: It is a Mark XIV powered by a Rolls Royce Griffon engine built in 1944 and served in the last year of the war in the Southeast Asia Command. It is a fighter reconnaissance Spitfire and was armed with two 20 millimeter cannons, two .303 machine guns and two .50 machine guns.